



AGENDA MEMO

CITY COUNCIL MEETING DATE: OCTOBER 4, 2006

DEPARTMENT: PLANNING AND DEVELOPMENT

ITEM DESCRIPTION: MSH-13509 - APPLICANT/OWNER: CITY OF LAS VEGAS

**** CONDITIONS ****

The Planning Commission (5-1/bg-1 vote) and staff recommend APPROVAL, subject to:

Public Works

1. City Staff is empowered to modify this application, if necessary, for technical concerns or other related review actions provided current City of Las Vegas requirements are still complied with and the intent of the submitted Master Plan of Streets and Highways is satisfied.
2. Delete Shadow Lane from Bearden Drive to Alta Drive.

**** STAFF REPORT ****

APPLICATION REQUEST

This is a request to amend the Master Plan of Streets and Highways to update street right-of-way classifications for the streets generally described as follows: Industrial Road from Wyoming Avenue to Sahara Avenue; Shadow Lane from Charleston Boulevard to Alta Drive; Bearden Drive from Shadow Lane to Martin L. King Boulevard; Western Avenue from Sahara Avenue to Charleston Boulevard; Martin L. King/Industrial Flyover and Grand Montecito Parkway from Centennial Parkway to Durango Drive.

EXECUTIVE SUMMARY

The Department of Public Works proposes to facilitate better traffic movement in traffic corridors by increasing right-of-way widths and providing traffic connectors. The amendments to roadways in the downtown area are necessary to be consistent with the Nevada Department of Transportation's Project Neon along Interstate 15. The amendment to Grand Montecito Parkway will place the roadway onto the Master Plan of Streets and Highways so that it can be eligible for Regional Transportation Commission funding.

BACKGROUND INFORMATION

A) Related Actions

01/18/06 The City Council approved a Master Plan of Streets and Highways (MSH-8656) amendment to update street classifications for the streets generally described as follows: Bonneville Avenue and Clark Avenue, between Martin L. King Boulevard and Sixteenth Street; Casino Center Boulevard and Third Street, between Coolidge Avenue and Las Vegas Boulevard; and "D" Street/"F" Street/City Parkway Connector, between McWilliams Avenue and Grand Central Parkway.

The application was revised to exclude that portion of Clark Avenue west of 1st Street, the north-south alley "connector" between Clark Avenue and Bonneville Avenue, that portion of Bonneville Avenue west of the north-south alley connector, and the proposed re-alignment of Casino Center Boulevard to Third Street, between Coolidge Avenue and Colorado Street. The Planning Commission and staff recommended approval.

04/19/06 The City Council approved a Master Plan of Streets and Highways (MSH-11632) amendment to allow for the realignment of Casino Center Boulevard between Coolidge Avenue and Charleston Boulevard and to add a portion of 3rd Street to the Master Plan of Streets and Highways between Charleston Boulevard and Colorado Avenue as an 80-foot secondary collector. The Planning Commission and staff recommended approval.

09/07/06 The Planning Commission voted 5-1/bg-1 to recommend APPROVAL (PC Agenda Item #12/alj).

B) Pre-Application Meeting

As this is a city-initiated application, a pre-application was not required.

C) Neighborhood Meetings

A neighborhood meeting is not required for a Master Plan of Streets and Highway application.

ANALYSIS

General Analysis Discussion

This proposal is needed in order to be consistent with the Nevada Department of Transportation (NDOT) Project Neon along I-15 from Sahara Avenue to the Spaghetti Bowl Interchange. NDOT's Project Neon is intended to increase the capacity of I-15, construct a new major arterial (MLK/Industrial) flyover from the north part of the valley to the resort corridor and provide better access to downtown Las Vegas. By amending the Master Plan of Streets and Highways, critical right-of-way will be preserved. NDOT has held numerous public meetings to discuss the project as part of the environmental impact study for Project Neon.

The amendment for Grand Montecito Parkway is needed so that the roadway may be eligible for future Regional Transportation Commission funding.

The proposed amendments to the Master Plan of Streets and Highways are addressed as follows:

1. Industrial Road from Wyoming Avenue to Sahara Avenue - Secondary Collector (80-foot right-of-way) to Primary Arterial (100-foot right-of-way)

This change will increase the right-of-way width of Industrial Road, between Wyoming Avenue and Sahara Avenue, from an 80-foot Secondary Collector width to a 100-foot Primary Arterial on the Master Plan of Streets and Highways. Said right-of-way being 40 feet on the west side of Industrial Road and 60 feet on the east side from Wyoming Avenue southward to St. Louis Avenue at which point the alignment shall transition such that the right-of-way shall be 60 feet on the west side of Industrial Road and 40 feet on the east side, from St. Louis Avenue southward to Sahara Avenue. Additional right-of-way will be required at the approach to the Sahara Avenue crossing to accommodate the existing bridge structure (see exhibit in back-up).

2 Shadow Lane from Charleston Boulevard to Alta Drive – Minor Collector (60-foot right-of-way) to Secondary Collector (80-foot right-of-way)

This change will increase the right-of-way width of Shadow Lane, between Charleston Boulevard and Alta Drive, from a minor street width to an 80-foot Secondary Collector width, which places this portion of Shadow Lane on the Master Plan of Streets and Highways.

3. Bearden Drive from Shadow Lane to Martin L. King Boulevard – Minor Collector (60-foot right-of-way) to Secondary Collector (80-foot right-of-way).

This change will increase the right-of-way width of Bearden Drive from a minor street width to an 80-foot Secondary Collector width, which places this portion of Bearden Drive on the Master Plan of Streets and Highways. Additional right-of-way will be needed from where Bearden Drive currently turns north to the Martin L. King Boulevard right-of-way.

4. Western Avenue from Sahara Avenue to Charleston Boulevard – Minor Collector (60-foot right-of-way) to Secondary Collector (80-foot right-of-way)

This change will increase the right-of-way width of Western Avenue, between Sahara Avenue and Charleston Boulevard, from a minor street width to an 80-foot Secondary Collector width, which places place this portion of Western Avenue on the Master Plan of Streets and Highways. Additional right-of-way will be needed outside of the current alignment.

5. Martin L. King/Industrial Flyover from Hastings Avenue to Wyoming Avenue – Primary Arterial with Limited Access

This change will add the Martin L. King/Industrial Flyover from Hasting Avenue to Wyoming Avenue to the Master Plan of Streets and Highways as a Primary Arterial with Limited Access. Additional right-of-way will be needed outside of the current alignment.

6. Grand Montecito Parkway from Centennial Parkway to Durango Drive – Primary Arterial (90-foot right-of-way)

This change will add Grand Montecito Parkway from Centennial Parkway to Durango Drive to the Master Plan of Streets and Highways as a 90-foot Primary Arterial. This amendment will not increase the right-of-way requirements. This amendment will serve to place the roadway on the Master Plan so that it is eligible for Regional Transportation Commission (RTC) funding and make the roadway consistent with the portion of Grand Montecito Parkway north of the Clark County 215 Beltway.

PLANNING COMMISSION ACTION

At the Planning Commission meeting there were two speakers in favor and one opposed. The Planning Commission added condition #2 at the recommendation of the Public Works Dept.

NEIGHBORHOOD ASSOCIATIONS NOTIFIED N/A

ASSEMBLY DISTRICT 9

SENATE DISTRICT 10

NOTICES MAILED 31 by City Clerk

APPROVALS 0

PROTESTS 1